

**Maryland Historical Trust**

Maryland Inventory of Historic Properties Number: G-I-B-034

Name: OLD US40 OVER LITTLE SAVAGE RIVER (11008)

**The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.**

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>  X  </u>	Eligibility Not Recommended <u>      </u>
Criteria: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u>	Considerations: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> <u>  E  </u> <u>  F  </u> <u>  G  </u> <u>None</u>
Comments: _____	
_____	
_____	
Reviewer, OPS: <u>  Anne E. Bruder  </u>	Date: <u>  3 April 2001  </u>
Reviewer, NR Program: <u>  Peter E. Kurtze  </u>	Date: <u>  3 April 2001  </u>

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. G-I-B-034

Name and SHA No. Old US 40 over Little Savage River (11008)

**Location:**

Street/Road name and number [facility carried] Old US 40 (off of Alt. US 40)

City/town Frostburg Vicinity X

County Garrett

This bridge projects over: Road \_\_\_\_\_ Railway \_\_\_\_\_ Water X Land \_\_\_\_\_

Ownership: State X County \_\_\_\_\_ Municipal \_\_\_\_\_ Other \_\_\_\_\_

Is bridge located within a designated historic district? Yes \_\_\_\_\_ No X

National Register-listed district \_\_\_\_\_ National Register eligible district \_\_\_\_\_

Locally-designated district \_\_\_\_\_ Other \_\_\_\_\_

Name of District \_\_\_\_\_

**Bridge Type:**

Timber Bridge \_\_\_\_\_:

Beam Bridge \_\_\_\_\_ Truss-Covered \_\_\_\_\_ Trestle \_\_\_\_\_ Timber-And Concrete \_\_\_\_\_

Stone Arch X

Metal Truss Bridge \_\_\_\_\_

Movable Bridge \_\_\_\_\_:

Swing \_\_\_\_\_ Bascule Single Leaf \_\_\_\_\_ Bascule Multiple Leaf \_\_\_\_\_

Vertical Lift \_\_\_\_\_ Retractable \_\_\_\_\_ Pontoon \_\_\_\_\_

Metal Girder \_\_\_\_\_:

Rolled Girder \_\_\_\_\_ Rolled Girder Concrete Encased \_\_\_\_\_

Plate Girder \_\_\_\_\_ Plate Girder Concrete Encased \_\_\_\_\_

Metal Suspension \_\_\_\_\_

Metal Arch \_\_\_\_\_

Metal Cantilever \_\_\_\_\_

Concrete \_\_\_\_\_:

Concrete Arch \_\_\_\_\_ Concrete Slab \_\_\_\_\_ Concrete Beam \_\_\_\_\_ Rigid Frame \_\_\_\_\_

Other \_\_\_\_\_ Type Name \_\_\_\_\_

**Description:****Describe Setting:**

*This bridge crosses the Little Savage River in a predominantly rural setting on a section of old U.S. 40 which is now used solely by one homeowner as a driveway approach. Alternate S.R. 40 rises high above the bridge approximately 150 feet to the south. North of the bridge, there are two single family dwellings on hills rising on each side of the river.*

**Describe Superstructure and Substructure:**

**(Discuss points identified in Context Addendum, Section C)**

*This structure is a single span stone arch bridge constructed of uncoursed stone. The span is approximately 25 feet in length, with abutments and wingwalls extending into the hills of each side of the river. The bridge is approximately 26 feet wide. The south parapet walls rise about 2 feet above the asphalt roadbed. The north parapet wall consists of a jersey barrier, which may have replaced a stone wall. The wingwalls and parapets are capped with concrete.*

*The bridge appears to have been re-pointed and repaired on many occasions, much of the mortar appears to be a standard modern Portland mortar. The southeast portion of the arch barrel has been severely undermined by water, and a large area of stone is missing. A makeshift gunite flume was erected to divert the water flow, but does not appear to have been effective. The voussoirs on the south side of the arch are migrating away from the structure, leaving a large crack.*

*This bridge has a sufficiency rating of: 63.0*

**Discuss major alterations:**

*The southwest wingwall collapsed in 1991, and was repaired in 1992. The south spandrel wall was rebuilt in 1995.*

**History:**

**When Built:** *ca. 1815*

**Why Built:** *as part of construction of National Road*

**Who Built:** *Unknown*

**Who Designed:** *Unknown*

**Why Altered:** *due to deterioration and safety concerns*

**Was this bridge built as part of an organized bridge building campaign:** *no*

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

☒ A Events ☐ B Person

☒ C Engineering/Architectural Character

**Was bridge constructed in response to significant events in Maryland or local history?**

*Although the MHT form on this bridge suggests that the bridge may have been built after 1840, there is no evidence to suggest that this bridge was built so much later than the completion of the road. Bridge No. 11008 appears to be representative of the smaller spans constructed between 1811 and 1818 during the construction of the National Road. Semicircular stone masonry arch*

*bridges and culverts were the most common, and the preferred type of span built for the National Road. The National Road, the first federally built highway in the United States, was authorized by Congress in 1806 to connect Cumberland, Maryland with Ohio.*

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

*By providing a reliable crossing on the National Road, all the stone masonry arch bridges on the road promoted westward expansion and economic growth in Maryland, Virginia, Ohio, and westward.*

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?**

*The area surrounding the bridge has no potential for designation as a historic district.*

**Is the bridge a significant example of its type?**

*Yes. The bridge is a significant example of an early 19th century stone masonry arch bridge. It is potentially eligible for the National Register under Criterion A for its association with the events surrounding the construction of the National Road, and Criterion C, as a relatively rare example of an early stone arch bridge in Maryland.*

**Does the bridge retain integrity of important elements described in Context Addendum?**

*Yes. Despite deterioration, the bridge still retains adequate integrity to be a significant example of an early 19th century stone arch bridge. Integrity of setting and association are somewhat compromised, but integrity of materials, design, workmanship, and feeling are still adequate to qualify for National Register designation.*

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?**

*Unknown.*

**Should this bridge be given further study before significance analysis is made and why?**

*No further evaluation is necessary to determine the National Register significance of this bridge. However, additional research concerning the history of this bridge and its relationship to the construction of the National Road would provide a better understanding of its importance.*

**Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.**

**Provide a photocopy of USGS map illustrating the location of the bridge.**

**Surveyor:**

**Name:**

David C. Berg

**Date:** 08/26/97

**Organization:**

Greenhorne & O'Mara

**Address:**

9001 Edmonston Road  
Greenbelt, MD 20770

**Telephone:** (410) 982-2800

G-I-B-034

Stone Arch Bridge #11008  
Frostburg  
Private

1840's

The Stone Arch Bridge #11008 is a single span stone arch bridge which is in fair condition. The east end of the south side has deteriorated.

## MARYLAND HISTORICAL TRUST

G-I-B-034

MAGI #1201625635-

ML

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY 1251623317

**1 NAME**

HISTORIC

AND/OR COMMON

Stone Arch Bridge #11008

**2 LOCATION**

STREET &amp; NUMBER

Old Rt. 40, 1 mile NE of Rt. 40 and approx. 2½ miles W. of Frostburg

CITY, TOWN

Frostburg

CONGRESSIONAL DISTRICT

VICINITY OF

6th

STATE

Maryland

COUNTY

Garrett County

**3 CLASSIFICATION****CATEGORY**☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT**OWNERSHIP**☒ PUBLIC☐ PRIVATE☐ BOTH**PUBLIC ACQUISITION**☐ IN PROCESS☐ BEING CONSIDERED**STATUS**☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS**ACCESSIBLE**☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO**PRESENT USE**☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☐ OTHER**4 OWNER OF PROPERTY**

NAME

Telephone #:

STREET &amp; NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE.

REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

G-I-B-034

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Stone Arch Bridge #11008 is a single span stone arch bridge which is in fair condition-the east end of the south side has deteriorated.

At one time, this bridge carried the National Road over the Savage River. With the regrading of Rt. 40, this stretch of highway became obsolete, except for access to several residences located north of Rt. 40.

It is similar in size, construction, and design to the Clarysville Bridge (AL-V-A-013) which was built in 1843. (Searight, p.34)

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

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SPECIFIC DATES	1840's	BUILDER/ARCHITECT
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## STATEMENT OF SIGNIFICANCE

The Stone Arch Bridge is one of few surviving early bridges along the National Road in Maryland. As in many cases, this bridge has been bypassed by recent highway improvements and left to deteriorate.

The National Road, the first nationally funded road, was begun in 1811 at Cumberland, Md. and completed to Wheeling, W. Va. in 1818. Individual states were given jurisdiction over the road in 1834. It is probable that the state of Maryland sponsored the construction of this particular bridge in the 1840's.

CONTINUE ON SEPARATE SHEET IF NECESSARY



## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

G-I-B-034

Searight, Thomas B. The Old Pike, Orange, Virginia: Green Tree Press,  
1971 (reprint)

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

## 11 FORM PREPARED BY

NAME / TITLE

Donna Ware, Historian

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

May 1982

STREET & NUMBER

Shaw House, 21 State Circle

TELEPHONE

301-269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

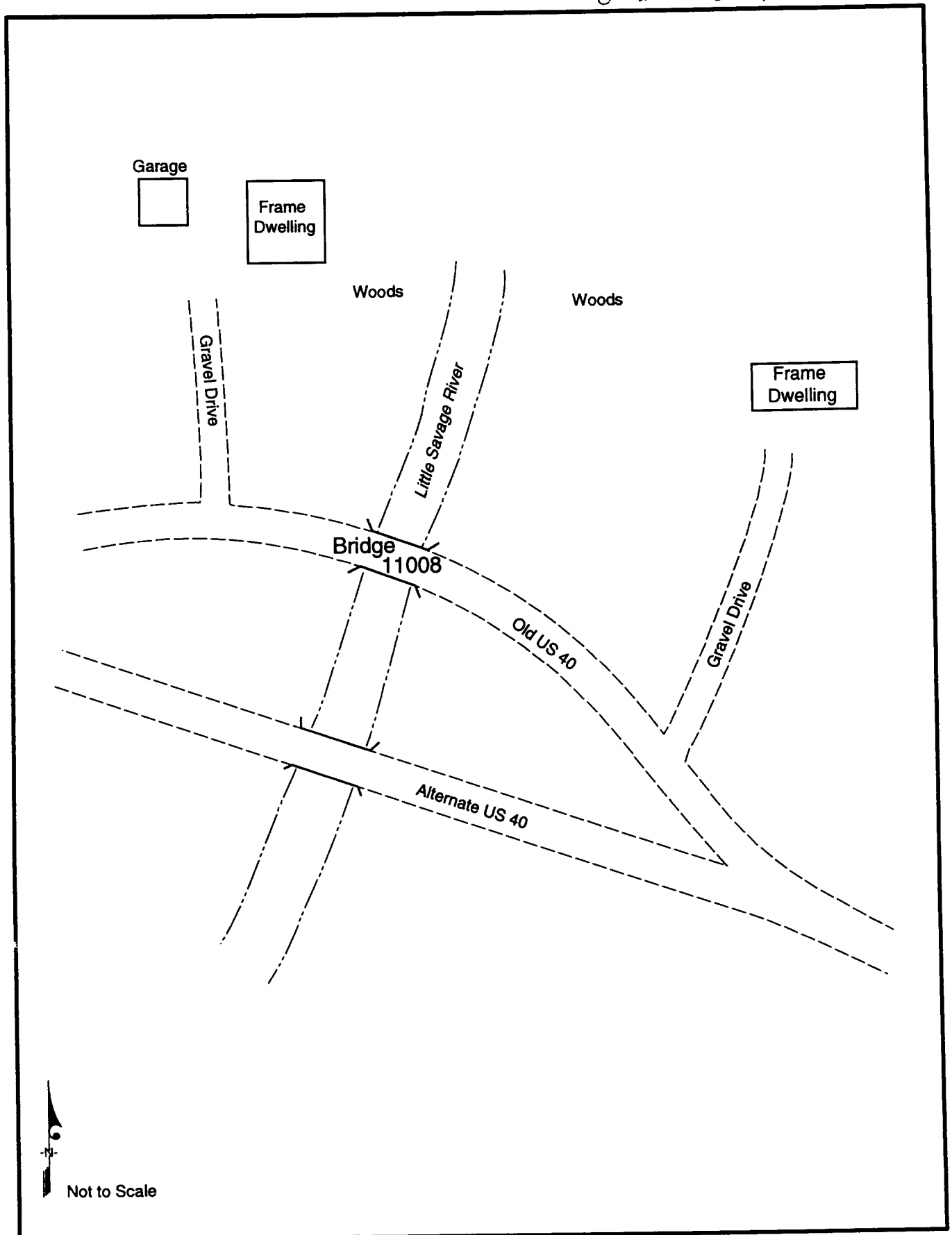
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

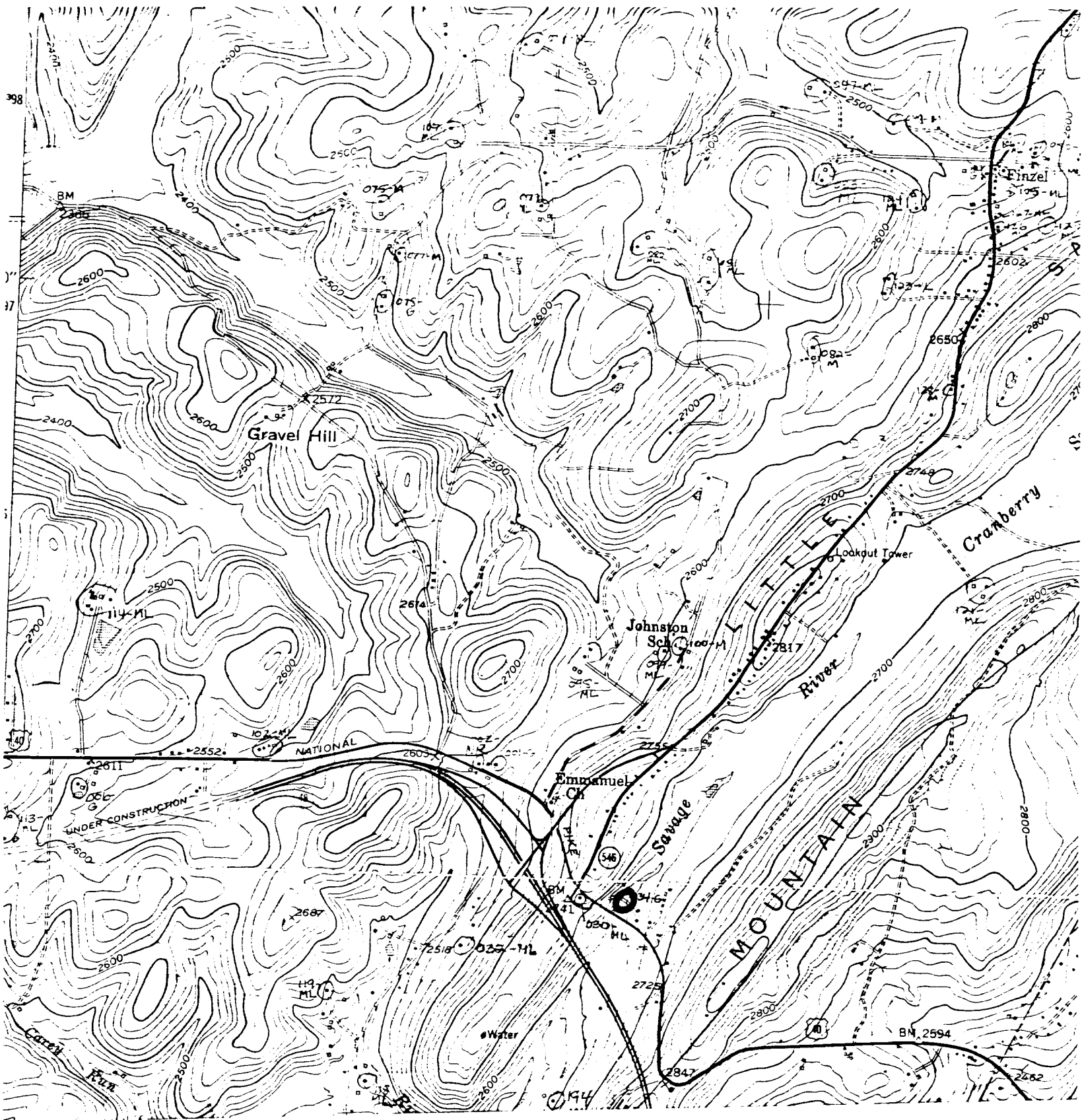
The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



G-I-B-034





G-I-B-034  
Stone Arch Bridge #11008  
Old Rt. 40, 1 mile NE of  
Rt. 40 and approx. 2½ miles  
W of Frostburg



3-2-10-14

Old State over - (Savage) (1938)  
Savage County, Maryland

Paul J. Bero

200

Old State to John, Baltimore  
East 1/2 section, Section 10

1986



7-2-6-72

213 15 4. 1911 1 - to Savage River

Savage River, Maryland

David Berg

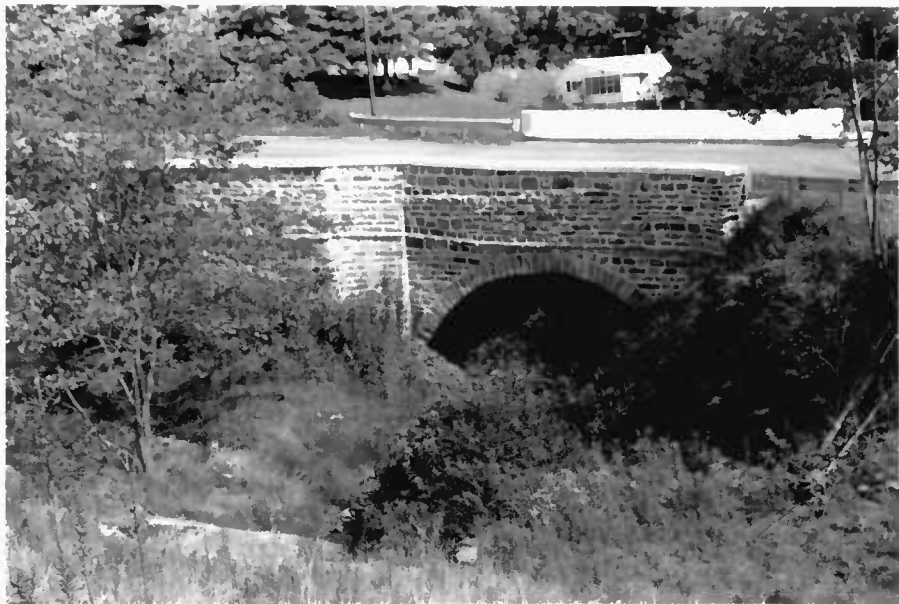
8/97

Maryland - Savage River

West Branch of the Potomac River

2 of 2





512 - A - 532

Old 15 46, one to the same as above (15)

Sweet County, Maryland

Dead Bee

8/10/07

Wingland State Highway, Adams - on -

South. Florsom

5 18 5



G-1 B-634

old US 40 over the Savage River (1100 ft)

Garrett County Maryland

David Berg

8/97

Mineral STATE Highway Admin

North Elvaston

4 of 6







G-I-B-03-

Old SS 45 over 2 - 1/2 Sanger N. 100

Sanger County Maryland

David Berg

8/47

Mariand Street Line 1000 ft

South Elmont & Arch, done

2-2F6





G-I-B-034

Stone Arch Bridge #11008

Garrett Co., MD

Donna Ware 12/4/80

Looking N